



STEEL WAR IS ON TO A FINISH CLYDE SHIP IN COLLISION

The



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CLYDE LINER ARAPAHOE IS IN COLLISION

Blown Against the Bylgia by
the Westerly Gale Off
Liberty Island.

TOWED BACK TO DOCK.

Rail Is Crushed and Several of
Her Plates Are Warped
and Dented.

Off Liberty Island this afternoon there was a collision between the Clyde liner Arapahoe and the sugar-carrying boat Bylgia, of the Munson line, that sent the larger steamship back to her pier with a cracked rail and several plates badly dented and warped.

The Arapahoe had been in port since yesterday, lying at the foot of Spring street. Her bottom had been fouled by travel in the semitropical seas, and to rid her of the accumulated barnacles and sea weeds, the skipper, Capt. Chester, started with her today for the Erie Basin to have the hull scraped. She didn't have enough steam up to manage herself, and a tug passed her a tow line and headed for the lay with her.

As soon as she passed the Battery the Arapahoe got caught by the westerly gale that had been blowing all day. The wind and the waves, which were unusually choppy for landlocked waters like these, began to knock her about sharply. Fearing that she might become unmanageable, Capt. Chester decided to check for awhile below Liberty Island. He signalled the tug to make for that mooring.

The Bylgia had been lying off Liberty Island several days waiting for a chance to discharge her cargo. The Arapahoe made the anchorage above her well enough, but before her anchors took hold she had been blown down directly toward the sugar boat.

There was a great running about and yelling of orders on board both steamers and a great tooting of whistles when it became apparent that something unpleasant was about to happen, but before the tug could get her tow lines lashed up and pull the Clyde liner out of danger she had drifted up against the Bylgia with a smash of metal that could be heard for a long way.

The Peril Over.

Then they swung apart, the anchor flukes of the passenger ship caught and the peril was past. The sugar boat hadn't suffered anything except the loss of a few square starboard rail, but the liner's starboard rail was smashed and some of her plates on the same side had a dish faced look.

After an hour or two a bigger tug came out and hooked onto the Arapahoe and towed her over to the Hoboken docks of the Clyde Company to be repaired.

LIFE-SAVERS TAKE OFF SCHOONER'S CREW IN STORM.

(Special to The Evening World.)

BARTPORT, N. Y., Feb. 20.—In a boiling sea raised by a strong easterly gale Capt. Gordon and his crew of the lifesaving schooner Merry, which stranded here Wednesday, took saved were Capt. Farrow, of the Merry; Capt. Denham, of the Merritt-Chapman Wrecking Company, and eighteen sailors and wreckers.

The men had been aboard the vessel all day preparing to float her when the rising sea began to sweep over the keel. Capt. Gordon, realizing their danger, prevailed on them to abandon the ship, and by keeping it to the windward of his surf boat was enabled to land safely. Late in the night the storm reached such proportions that no surf boat could possibly approach the keel, and had those on board lingered a little longer they would have perished. To-day four pumps are being incessantly worked on the Merry to keep her afloat, but she is leaking badly and will probably be abandoned.

Heavy New Turkish Baths.
Now open at the New Puttler Building. Only first-class downtown establishment. Modern in every detail. Electric and Turkish baths at all hours. Also barber shop open day and night.

KING ALFONSO WHO IS SORRY HE CANNOT GO UP IN AIRSHIP.



Spain's Ruler So Sorry Because He Wanted to Be First Monarch to Soar.

PAU, France, Feb. 20.—King Alfonso of Spain was present at the flying field near Pau to-day and witnessed the flights of the Wright brothers, the American aeronauts. It had been generally believed that the King would venture aloft on one of the trips, but he did not do so. Before leaving Madrid he had promised his wife, Queen Victoria, and Premier Maura that he would not go up into the air under any circumstances. The young monarch evinced the greatest interest in the airplane as an engine of war, and he deplored several times that he could not make a trial flight.

Hart O. Berg, the European business manager of the Wrights, had an interview with the King last night at which the arrangements for him to witness the flights of to-day were completed. After the King had told of his promise not to fly he laughingly recalled the Cabinet crisis produced several years ago when Premier Maura resigned because the King had not heeded his warning to run his automobile slower through the streets of Madrid.

Continuing, he said he was a soldier above everything else and that he had come to Pau to witness the flights so that he might be able to discuss the question of aeroplanes with the Army Council at Madrid and confirm the opinion previously formed that the aeroplane, when developed, was destined to become of the greatest importance in war.

He said it was his fervent wish to be the first sovereign to fly, but he had given his solemn promise before he left home not to be led into making an attempt.

Mr. Berg explained the indescribable delight of gliding over the cushioning air, but the King sighed and said: "Yes, I know; but I have given my word."

His Majesty was very much interested in hearing a recital of the success of the Wrights, though he became interested in aviation, their long struggles, and their final success and the complete mastery of their machine. He then discussed the eventual use of the aeroplane in war. He questioned the suitability of the aeroplane in general offensive operations on land, but he said he thought it invaluable for land scouting and seacoast defense, where it could be used offensively with success.

The King manifested also much interest in the new gun silencer invented by Hiram Maxim, and he arranged to have a sample silencer sent to Madrid, where he will consider equipping the Spanish army rifle with the instrument.

FLOOD WARNINGS UP-STATE.

Heavy Rains Swell Mohawk and Ice Breaking in Hudson.

ALBANY, Feb. 20.—Flood warnings have been sent out by the local Weather Bureau, as a result of the heavy rains last night in this vicinity. A rise of seven feet in the Mohawk River is reported from Tribes Hill, and it was expected that the ice would go out of the Hudson River before many hours.

SOUND STEAMER SUNK; CREW OF 22 MEN SAVED

Seas So High Captain of J. H. Starin Couldn't See Rocks at Bridgeport.

HITS ON BREAKWATER.

Hull Smashes and Rescue Is Effected by Volunteers With Great Danger.

BRIDGEPORT, Conn., Feb. 20.—The old Starin line steamer John H. Starin is a pretty thorough wreck on the end of the outer breakwater of this harbor, where she ran ashore at midnight in a gale. Experts sent from New York by a wrecking concern say that the boat will probably fall to pieces when tugs make fast to her to pull her off.

The Starin carried a crew of twenty-two men and one woman. She had no passengers, those who had booked to travel on her from New Haven to New York last evening canceling when they reached the wharf and found a storm blowing over Long Island Sound. All the members of the crew were saved.

The wreck was caused by the gale and driving rain storm. Capt. Van Pelt, an officer named McQueen and Quartermaster Menter were in the pilot-house on the lookout when Bridgeport Harbor was approached from the east. They could see beyond the bow only at intervals when the gale slackened, and supposed they were well off shore.

Couldn't See Pier Lights.

None of the three men saw the lights at the end of the pier. They did not know they were on the stones of the breakwater until the boat struck with a jar that threw them from their feet.

Capt. Van Pelt signalled full speed astern, but his boat was fast, with her hull crushed in and water pouring through the casings made by the rocks. The sea had been so rough that about half the members of the crew were in their quarters suffering from nausea.

Alice Bouton, the stewardess, and the only woman on board, was lying on the floor of the women's cabin. She was seasick and hardly able to care for herself, when water covered her body. She regained her feet and reached the upper deck. There all was confusion.

The pumps were set to work and signals of distress were sent up, which were seen on shore.

So high was the wind and so dirty the sea that relief boats could not reach the side of the Starin. The crew of the Saran, McWilliams volunteered the attempt to rescue by dories. Many times they were beaten by the gale and sea in their fight to gain the Starin, but eventually won out. They found the steamer tipped at an angle of nearly forty-five degrees, her hold half full of water, and waves breaking high over her.

The stewardess and the crew were transferred to the small boats, and then the officers were taken off and landed on the breakwater. The waves were then rolling over the breakwater, but it was an hour before the stewardess, the crew and the officers could be taken off.

Rescued by Tugboat.

The tug Royal at last got close to the breakwater and the woman and men were got on board her and taken ashore, where it was found the stewardess was in a state of collapse from cold and exposure. She was hurried to Bridgeport Hospital.

The John H. Starin was formerly the McCulloch, a United States revenue cutter. She was built in Baltimore in 1895, and is a side-wheel boat of 500 tons burden, 202 feet in length, 22 feet in breadth and 11 feet deep. She has been in accidents before and has been threatened with destruction. Three years ago she was the subject of an inquiry because of her cargo being partly composed of powder and shougun cartridges.

In 1905 she ran into the schooner Mary Suydam off Penfield Reef, but did not sink her.

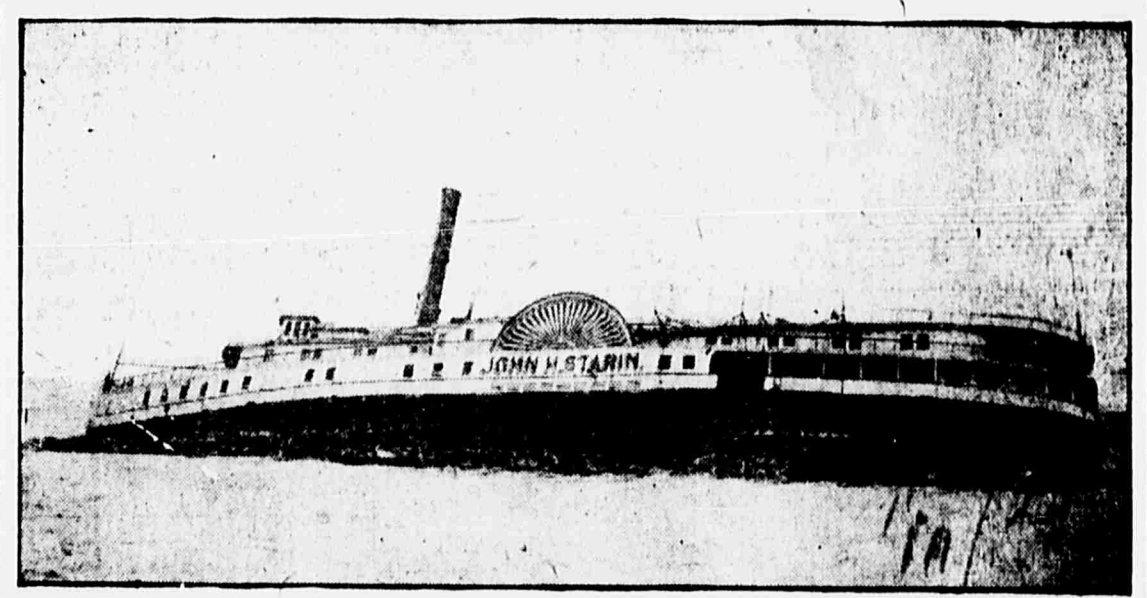
FEARS FOR MARIA PIA.

Dowager Queen of Portugal Dangerously Sick.

LISBON, Feb. 20.—It is announced to-day that the condition of the Dowager Queen, Maria Pia, is alarming. Her Majesty, who is the mother of the late King Carlos, has been ill for several weeks with an intestinal disorder.

Sound Steamer John H. Starin as She Appeared To-Day After Going on Rocks

(Photographed especially for The Evening World.)



GOLF STICK STEEL CAUSED DEATH OF BANKER BUTLER

Struck Him on Mouth and Blood Poisoning Followed in a Few Days.

(Special to The Evening World.)

HEMPSTEAD, L. I., Feb. 20.—A trifling blow on the mouth with a golf stick, followed by an attempt to operate on the bruised spot with a needle caused the death here to-day of Hugh Butler, a member of the banking firm of Post & Flagg, of New York. Blood poisoning set in and caused Mr. Butler's death.

Mr. Butler was playing on the links of the Salisbury Club on Lincoln's Birthday. He swung the handle of his steel into the basket which his caddy was holding out to him, the stick springing back and struck him on the mouth. In five minutes he had forgotten the incident. A few days later a pimple appeared on Mr. Butler's lip and he attempted to drain it by making a needle prick.

In a few hours his face began to swell. A physician was called and lanced the swelling, but to no purpose. Mr. Butler was then taken to the Nassau County Hospital and Dr. Louis N. Linehart performed a more thorough operation without result. Specialists summoned from New York could give no aid.

Mr. Butler, who was twenty-eight years old, was the son of Hugh Butler, well known in New York, who died a year ago. His mother lives at No. 104 West Seventy-seventh street, New York.

'BILLY' McNUTT HELD ON WOMAN'S CHARGE

Mrs. Grace Mitchell Says He Pawned Her Jewels and Kept the Money.

William H. McNutt, well known as "Billy" McNutt, one time friend of Larry Somerfield, had to leave the McNutt Non-Explosive Gas Tank Company, at No. 86 West Fifty-sixth street, long enough to-day to answer a charge of misappropriating the money he received by pawning four years ago \$1,500 worth of diamonds.

Mrs. Grace Mitchell, who lives in State street, Brooklyn, owned the gems. Magistrate Walsh held McNutt in \$1,000 bail for examination Feb. 25. Mrs. Mitchell declares that the diamonds, comprising a sunburst, rings, earrings and brooch, are now in a Forty-second street shop, and that until a short time ago some one, possibly McNutt, was paying the interest on the loan.

She also alleged that she put up \$500 in different times when McNutt was locked in the Tombs after arrest for unbecoming conduct toward strangers in New York.

This amounted to more than \$3,000, and all of it went to lawyers who retained his release. McNutt is prosperous. She told Magistrate Walsh, and there is no reason why she should not be made for her jewelry, since she doesn't see him any more.

McNutt lives at No. 49 West Fifty-eighth street and is now forty-four years old.

PRETTY ACTRESS SUDDENLY CRAZED ON AN "L" TRAIN

"Evelyn Wood," Found Unconscious, "Cursed by Beauty," Father Says.

Announcement was made at Lebanon Hospital to-day that Mrs. Esther Willner, the chorus girl, known on the stage as Evelyn Wood, who was found unconscious last night on the "L" train at One Hundred and Sixty-fifth street and Third avenue, was not suffering from the effects of poison. It was discovered that she is insane. Temporarily at least, and she was removed to Bellevue Hospital for treatment in the psychopathic ward.

Mrs. Willner is only nineteen years old. Her stage experience has been brief. Herman Schwartz, a butcher of No. 34 East Fourth street, her father, said to-day:

"The trouble with my daughter is that she is ambitious to be an actress. She married William Willner three years ago and was apparently happy for a time. Then she decided that a girl of her beauty and attractions had no business being a housekeeper for her husband, and she went over on Broadway and got a place with a theatrical company. She and her husband separated after that."

Told Her to Go to Work.

"Recently she got out of a job, and then she came home to me with all her stage finery and stage manners. I told her yesterday that she must go to work or return to her husband."

"We had a quarrel after that, and she left my house. She told me then that she was going to the home of friends in West Forty-third street, and that she would soon get back on the stage."

"My daughter certainly didn't get her stage ambitions from me, and she didn't get them from her mother. They took hold of her when a lot of flatterers told her she was beautiful. This flattery and the beauty she has—if she has real beauty—were her curse."

WORST GALE OF THE WINTER

Sixty-Mile Kicks Up Great Seas Along New England Coast.

NEWPORT, R. I., Feb. 20.—The worst gale of the winter was the message received by wireless from the Nantucket shoals lightship early to-day. All along the coast in this section the seas to-day were tremendous. The wind was blowing sixty miles an hour from the southwesterly this forenoon and appeared to be increasing in strength. No wrecks had been reported early in the day. It is believed that most of the coastwise shipping received warning of the approaching storm in time to seek shelter.

The steamer Providence did not leave for New York last night. The Plymouth, due here from New York at 2:30 A. M., did not arrive until after 10 o'clock. The North Star, from New York for Boston, passed Point Judith at 9 A. M., many hours late.

FINED FOR SUNDAY WORK.

Member of Sabbath Observance Association Found Guilty.

PITTSBURGH, Feb. 20.—John G. Ward, an official of the Sabbath Observance Association of Uniontown, Pa., was found guilty of working on Sunday and fined \$5 and costs to-day. Ward gathered evidence for the organization. He will serve an annual.

"DADDY DEAR, I'M WED," SHE PHONES; "AM I FORGIVEN?"

"Nothing Doing and You Need Not Come Home," Papa Buruas Replies.

"Oh, father, dear," sweet Clara said. To Stenop on the phone. "I must confess that I have wed. And can't come home alone." "Well, well, this news surprises me." She heard her father call. "But since such things have got to be, just don't come home at all!" —Jamie's Jumbles.

Cupid had a rough day of it to-day down here in Staten Island, and the hisping sentences from pretty, black-eyed Clara Buruas didn't soften Papa Buruas's heart one mite. Anybody in Stapleton can tell you that there are few prettier girls than Clara, the pride of Bay street. They also can tell you that Victor O. Cutter Jr., of No. 19 Clinton avenue, New Brighton, and of the same number of years as his street number, has been shining around the Buruas home a good deal lately. So they were less surprised to-day at what happened than was Papa Charles Buruas himself. He was seated in his real estate office when the phone rang shortly after lunch.

"Is that you, father? Well, daddy, I'm that you, father? Well, daddy, as well tell you right away and get your forgiveness. You see, Victor and I are married."

"You're what?"

"Married, daddy dear, married. We were married Wednesday afternoon by Dr. Harrower at the Church of the Ascension in New Brighton and we're staying over here with sister. Now are we forgiven? If we are well come home."

"Forgiven? Well, I should say not," was the stern answer. "And, by the way, you needn't come home, either!" Bang went the receiver, and Papa Buruas went to tell Mamma Buruas all about it.

Last Monday Clara told her father that she was in love with Victor, who is a broker's clerk and the son of a well-to-do family. The father said that eighteen years was too young for a girl to think of marriage and forbade her to speak about the matter again for at least two years. Then, he said, he was willing for the wedding and he promised a great, whopping, big wedding, too.

Clara cried a little, but when Victor came around and she had had a long talk with him she smiled. Wednesday morning she said she was going to visit her married sister, and that afternoon the knot was tied.

POUREN IS RESTLESS.

At a meeting to-day of the Executive Committee of the Pouden Defense Conference it was reported that Jan Pouden was becoming restless and worried from the protracted decision of his case and was almost on the point of a breakdown.

He is suffering from rheumatism owing to the condition of his cell. It was decided to ask United States Marshal Henkel to try to secure better quarters for him.

The committee decided to call a public mass-meeting for the purpose of protesting against the interference of the national Administration in the performance of judicial duties in this case and to ask Senator La Follette and Justice William J. Day to address the meeting. Justice Goff will be requested, it was said.

WAR IN STEEL TRADE WILL BRING WAGE CUT TO THOUSANDS OF MEN

Decision to Slash Prices Followed by Statement That Workers Will Have to Share in the Reduction, and Big Strike May Result.

OFFICIALS CLAIM PROFITS NOW ARE TOO SMALL.

Magnates Believed by Some to Have a Scheme to Use Labor in Attempting to Force Their Tariff Terms at Extra Session of Congress.

(Special to The Evening World.)

PITTSBURGH, Feb. 20.—The thousands of employees in the steel mills of Pittsburgh, those of the Steel Corporation and independent plants, are facing a reduction in wages. That a cut will be made is admitted by those officials who are willing to discuss trade conditions. The open market decision announced by the United States Steel Corporation will lower prices and labor will have to bear a large portion of the loss. In Braddock, Homestead and Pittsburgh the liveliest interest was taken to-day among employees of the big mills in the semi-official announcement of the coming wage cut.

ANNA BOYD GETS DIVORCE DECREE FROM JOE COYNE

Widow in "Trip to China-town" Wins Suit Against "Prince Danilo."

DOUGHKEEPSIE, Feb. 20.—Mrs. Anna Coyne, the comedienne, known on the stage as Anna Boyd, is granted an interlocutory decree of divorce without alimony from Joseph Coyne, the actor, by Supreme Court Justice Morehauser, on the report in her favor which was filed here to-day by Everett H. Travis, the Referee, who took evidence in the case.

In her testimony Miss Boyd gave her occupation as an actress and declared that she resides at present at the Lincoln Hotel, Fifty-second street and Broadway, New York City. She was married to Coyne at the Vendome Hotel, New York, Aug. 30, 1898, by the Rev. Mr. Herr, and lived with him for eight years.

Coyne had been playing abroad during most of three years with the exception of his short engagement in New York last fall in "The Melrose." He scored an immense hit in the London production of "The Merry Widow" and became a popular idol of British theatre-goers.

Evidence of misconduct on the husband's part was offered to the referee by Neal McCay, an actor, who had belonged to the same companies in which Coyne was starred. McCay testified that he had frequently seen the defendant in London in company with a slender woman with light brown hair. He had seen this woman at Coyne's apartments.

"I think she belonged to the peroxide family," said this witness, when asked to describe the unknown correspondent more fully.

The Referee's report will be submitted to the Justice for confirmation in a few days.

WAR MAY BE TRICK ON LABOR TO FORCE TARIFF REVISION.

While the effect of Judge Gary's announcement of a cut in steel prices by the United States Steel Corporation did not sensationally lower the prices of steel and other stocks in the short session of the Stock Exchange, to-day, there was much depression observable in all places where independent steel manufacturers congregate.

It was generally accepted that there was to be war between the United States Steel Corporation and the other companies. It was conceded that the big